

THIRTY DOLLARS
PER ANNUM.

Intimations.

THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the **COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 23rd March, 1901, at NOON**, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be **CLOSED** from the 18th to the 23rd instant, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 12th March, 1901. [317]

THE GREAT EASTERN AND CALE
DONIAN GOLD MINING CO.,
LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a **PRIVATE MEETING** to be held in the **COMPANY'S OFFICE, No. 14, Des Vieux Road Central, on SATURDAY, the 23rd March, 1901, at NOON.**
By Order of the Board of Directors,
LÜTGENS, EINSTMANN & CO.,
General Agents.
Hongkong, 16th March, 1901.

CHINA SUGAR REFINING COMPANY,
LIMITED.
NOTICE.
THE TWENTY-THIRD ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the Company will be held at
the OFFICES of the General Agents, on

WEDNESDAY; the 27th March, 1901, at NOON, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hankow, Sh. Mouth, and Canton.

HONGKONG HOTEL COMPANY,
LIMITED.
NOTICE.
THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held at the COMPANY'S HOTEL, on
TUESDAY, the 26th March 1901, at Noon.

for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 26th instant, both Days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 16th March, 1901. [337c]

**LUZON SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

**THE NINETEENTH ORDINARY
ANNUAL MEETING OF THE SHARE**

HOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 8th March, 1901. [305c]

UNIVERSAL TRADING COMPANY,
LIMITED.

NOTICE is hereby given that the General
Manager has made a CALL of \$15 on
the Holders of Shares in UNIVERSAL TRADING

CO., LIMITED, which Call is PAYABLE to
the General Manager, on the 31st day of
MARCH, 1901, at the COMPANY'S REGISTERED
OFFICE, No. 4, Des Voeux Road Central.
Dated Hongkong, 31st January, 1901.
ELLIS KELLY,
General Manager.

NOTICE.
PACIFIC MAIL STEAMSHIP COMPANY.
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.
TOYO KISEN KABUSHIKI KAISHA.

DURING MY ABSENCE from the Colony
MR. GEORGE ECKLEY will take
Charge of the Business of the above Companies
as ACTING AGENT,
J. S. VAN BUREN,
Agent.
Hongkong, 19th March, 1901. [344c]

THE HAMBURG AMERIKA LINIE,
HAMBURG, will establish their own
OFFICE at HONGKONG, Queen's Building,
on the 1st of APRIL.
The Undersigned have been appointed
LOCAL MANAGERS.
HAMBURG AMERIKA LINIE,
Hongkong Office,
K. G. L. B. P.

Insurance.
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company, are prepared to accept First
Class FOREIGN and CHINESE RISKS, at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1890. 132

Today's Advertisements.

THEATRE ROYAL,
CITY HALL.

Mr. HENRY DALLAS'
COMIC OPERA SEASON.

TO-NIGHT!
TO-MORROW (FRIDAY),

AND

SATURDAY,

PRODUCTION OF
THE GREAT MUSICAL COMEDY,

"The French Maid,"

WHICH RAN FOR 300 NIGHTS

AT

TERRY'S THEATRE, LONDON.

MONDAY NEXT

FIRST TIME IN CHINA OF

"THE GAY
PARISIENNE."

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the visit.

BERTRAM HERMANN,
Business Manager.

Hongkong, 21st March, 1901. [288c]

NOT RESPONSIBLE FOR DEBTS.
WITH THIS DAY Mr. E. JOCKERS
CEASED to be a C.K.E.R.K. at our Office,
and we don't hold ourselves RESPONSIBLE
for any DEBT incurred by him.

NORDDEUTSCHER LLOYD,
Superintendent's Office,
J. Queen's Building.

Hongkong, 21st March, 1901. [353c]

NOT RESPONSIBLE FOR DEBTS.
NOTICE is hereby given that J. J. COYLE
will not be RESPONSIBLE for any
DEBTS incurred by his wife ANNIE MA-
TILDA COYLE from this date and that she
has no authority to pledge his credit.

J. J. COYLE.
Hongkong, 21st March, 1901. [354c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the
above Port, on SATURDAY, the 23rd instant,
at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 21st March, 1901. [350c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above
on TUESDAY, the 26th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st March, 1901. [352c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG."
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after NOON, the 23rd instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st March, 1901. [351c]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND
STRAITS.

THE Steamship

"GLENLYE."
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 27th instant, will
be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in
the Godowns, and a certificate of the damage
obtained from the Godown Co. within ten days
of steamer's arrival, after which no claims will
be recognised.

MCGREGOR BROS. & CO.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(E. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co.,
LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White
Capsule \$10.80

B.—WATSON'S GLENROCHY,
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABELOUR-GLEN-
LIVET, Red Capsule,
with Name and Trade
Mark 12.00

D.—WATSON'S H.K.D., BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vi-
olet Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENROCHY are high class Soda
Whiskies, of greater age than most
whiskies in the market.

ABELOUR-GLENLIVET is a very old
Pent Whisky, (smoky) and could not
now be replaced in stock at the price.

D. is well known for
its fine flavour.

E. is of superb quality
and pronounced by lead-
ing local connoisseurs to
be the best brand in the
Hongkong Market.

A. S. WATSON & Co., LIMITED,
HONGKONG DISPENSARY.

DEATH.
On the 15th inst., at 84, Rifle Range Road,
Shanghai, MAELLE, beloved wife of James H.
Osborne.

THE Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 21, 1901.

NOTES AND COMMENTS.

A Suggestion.
We would like to call the attention of the
Directors of the Star Ferry Company to the
disgusting scenes to be witnessed on their
ferry boats almost any evening. By the last
two or three launches which leave Pedder's
Wharf each night a number of British, Ger-
man and American bluejackets, merchant
seamen and soldiers travel to Kowloon. It
very frequently happens that several of these
men are in a most disgusting state of intoxi-
cation, it being no uncommon sight to see
one or two carried on board by their com-
rades, being so hopelessly drunk as to be
incapable of boarding the launch unaided.

These drunken men lurch about on the upper
deck amongst the first class passengers, often
wander aimlessly up and down, cannoning
into ladies and treading on passengers' toes,
while as often as not some man is taken
violently ill and vomits over the deck or
seat, being too fuddled even to make
an attempt to reach the side. The language
used by these men is blasphemous, filthy
and obscene, and calculated to shock even
themselves, were they sufficiently sober to
know what they were saying and doing.

By these late launches many people, in-
cluding ladies, who have been waiting out or
have been to the theatre travel, and all com-
plain bitterly of the disgusting scenes which
they are obliged to witness, the filthy lan-
guage they cannot avoid hearing, and the dis-
comfort occasioned by having to rub
shoulders with intoxicated men. These people
pay for first class accommodation, yet the
Ferry Company takes no steps whatever to
protect them from insult and annoyance;

the drunken men are allowed to stroll about
the ferry-boat at will and behave as they
please. We do not think that we are in-
saying that many ladies are prevented from
travelling by these late boats owing to this
state of affairs and we are confident that the
Kowloon residents will bear us out in this

We know that the Ferry Company has a
monopoly of the traffic to and from Kowloon,
but that is no reason why the Directors should
not endeavour to run their boats with some
regard to decency and the comfort of pas-
sengers. We would suggest that if it is
necessary for these drunken men to travel
by the ferry they should be made to travel
second class, when there would be a deck
interposed between them and the ladies. We
have no wish to be hard upon JACK or
TOMMY. We have a great respect for him to
whatever nation or service he may belong,
but when, as Kipling puts it, "he acts like
a fool and behaves like a beast" sometimes,
and then he forfeits his own self-respect and
the respect of other people and should not
be allowed to mix with and disgust decent
folk. And do not let anyone run away with
the idea that our homily is preached on the
subject of TOMMY and JACK alone. We are
sorry to say that we have seen civilians
behaving in much the same way on the
ferry boats, and only last Saturday we saw a
Volunteer, in uniform with his rifle and side
arm, so hopelessly drunk on the ferry that
he had to be helped off the boat by a couple
of the Siege Train men. All drunken
people should be made to travel second class!

REUTER'S TELEGRAMS.

**THE ADMIRALTY AND THE
COALING STATIONS.**

LONDON, March 19th.

Mr. Forster in the House of Commons
said that the Admiralty was not disposed to
accede to Mr. Brodick's proposal to transfer
the smaller coaling stations to the Navy, but
they were considering the matter.

**THE AUSTRALIAN NAVAL
CONTINGENT.**

Mr. Forster paid a tribute to the Australian
Naval Contingent in China and hoped that
Canada would on no distant day imitate the
Australian precedent.

WEATHER REPORT.

The Observatory report says:—
On the 21st at 11.55 a.m. the barometer has
risen moderately over the N.E. coast of China,
fallen slightly in S. China. Pressure is high
over N. China, low in the N.E. part of the Sea
of Japan. Gradients slight to moderate with
fresh monsoon on the coast, and in the N. part
of the China Sea. Forecast:—Fresh N.E.
winds; fair.

LOCAL AND GENERAL.

THE English mail of the 16th February was
delivered in London on the 16th inst.

PLAQUE restrictions have been removed against
arrivals at Burma Ports from Hongkong.

FROM the 31st of January last to the 6th of
February there were five cases of cholera in
Singapore and six deaths.

A TELEGRAM from Singapore dated 17th of
March, says "170 cases of plague-Singapore
for ten days. Clean Bills of health issued."

THE mortality returns from Macao for the
week ended 10th of March show that there
were 34 deaths during that time, against 37 the
previous week.

A RETURN of the number of plague cases and
deaths in the district of Tainan for the ten days
ended February 21st last shows that there were
24 cases and 18 deaths.

IT is reported that since the accession of King
Edward, recruiting for the Army has been re-
markably brisk. Over two hundred and forty
men joined at Trafalgar Square in three days.

THE Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—

V. H. Deacon \$25

A NEW battalion of United States Marines
is being formed at the Marine Barracks in
Brooklyn for service in China. The term of
enlistment of the Marines now in the Far East
will shortly expire, and the Brooklyn battalion
replaces them.

THE numbers of those on famine works and in
receipt of gratuitous relief in the Bombay Pre-
sidency have increased by eight thousand, and
the latest reports show that there will be a pro-
longation of famine over a wide area in West-
ern India through another season.

THE following letter was submitted at the
Sanitary Board meeting this afternoon from the
Colonial Secretary's Office, dated 7th inst.:—
"I have the honour to inform you that Mr. J.
McKilloh has resigned his seat on the Sanitary
Board and that arrangements will be made for
the election of a successor."

THE following letter appears in the Outlook
of the 9th ult.:—
TO THE EDITOR OF THE Outlook

"Will you allow me to state that my story,
"The Strange Wooing of Mary Bowler," which
I have just seen that Messrs. Pearson are
announcing as an "important new six shilling
novel," was issued by them in 1894 at sixpence
as No. 4 of "Pearson's Library." As the work
is not my property I have no control over it.

I have been frequently the victim of this
kind of thing. During the last year or two
work of mine, which appeared in print twelve
years ago has been brought out as new. The
impression has consequently grown up that I
flood the market with books turned out by
machinery. As a matter of fact, since I finished
"The Beetle" in the spring of 1896, I have not
written on an average one novel a year. An
author can have no reasonable objection to the
production of fresh editions of his books; but
he has every right to protest against his old
work being issued by owners of copyright as
if it were new. It is unfair to the public, to
reviewers, and to the writer himself."

RICHARD MARSH.

Three Bridges, Sussex, February 2.

Here we have, it seems, an average estimate
of a novel writer's life. It is a pity that the
new novel is so poor. Well, this may not be
flooding the market, but it is accounts for the
complaints of librarians that their shelves are
overcrowded. No wonder Mr. Marsh does not
like his old works brought out again at new
prices.

THE mortality statistics for the Colony for the
week ended 20th March show that the death
rate per 1000 for the Chinese land population
was 21.6 against 22.0 the previous week; boat
population 22.6 against 30.8 the previous week;
land and boat, 21.7 against 23.2 the previous
week: the whole Colony, British Foreign and
Chinese Community, excluding Army and Navy,
21.7 against 23.6 the week previous.

ATELEGRAM dated 11th March from the British
Consul General at Shanghai to the Hongkong
Government reads:—"Customs officer proposes
to declare that Hongkong 'infected port.'"
According to Commissioner Saigon and Singa-
pore took measures for inspection. Is there
any plague? "The Colonial Secretary intimated"
Reply "Yes," to last question. The declara-
tion only involves "medical inspection" which
in most Eastern ports is made at all times."

THE last performance of "the Belle of New
York" took place last night before a good
audience. Each item was loudly applauded,
and the ladies received many handsome
bouquets of flowers. Mrs. Dallas, on the occa-
sion of her birthday, was the recipient of a
small Chinese silver bowl, from the members
of the Company. A short speech was made
by Mr. Ferrel, who presented the little gift, to
which Mrs. Dallas suitably replied. She also
received numerous floral tributes from the
many friends who she has made during her
periodic visits to the Colony. To-night "The
French Maid" is to be staged. Those who had
the pleasure of seeing this charming play, dur-
ing Mr. Dallas' last season, will be anxious
to renew its acquaintance. We have no doubt,
and to those who have not seen it we would
say, go to see it to-night.

THE R. A. SPORTS.

The annual sports of the Royal Artillery
were held yesterday afternoon and to-day.
There was a large attendance on the ground
of the Hongkong Football Club, which was
nicely decorated with flags. The band of the
R.A.F. was in attendance by kind permission
of Lieut.-Col. the Hon. R. H. Berrie, and some
pleasing selections were rendered.

There were races of many descriptions, tugs-
of-war etc, and a very good day's sport was
witnessed.

Owing to the late hour of the finish of the
Sports, a full account will appear in our next
issue.

BURGLARY IN QUEEN'S ROAD.
CENTRAL.

About six weeks ago, it will be remembered, a
burglary was supposed to have been committed
at Messrs. E. Deas and Company's premises,
in Queen's Road Central. A large quantity
of jewellery was missing and a small hole was
found in the shop window.

Therefore it is surprising to hear that the
same premises were ransacked again last night
and that two watches are missing. It is sup-
posed that the robbers got in through the back,
as a bar above the back door has been broken
off.

As soon as the report of the burglary was
made to the police, Sergeant Munson started
out before six o'clock this morning, with
Chinese detectives and set a watch upon the
pavements in the Colony. As soon as the
hour for opening arrived three Chinese were
seen entering one of these shops and they
were at once "nailed." Some watches belong-
ing to the shop were found in their possession,
and the police got the information from these
men as to where the other stolen property
was. Detectives visited the indicated place and
recovered the whole of the missing articles.

This was a smart piece of work, and the
police are following up the case.

MADAME ZARIA.

We would remind our readers that the
famous fortune-teller Madame Zaria is still in
Hongkong and may be consulted at No. 3,
Maddell Street, Room 15. Many residents
have already had their horoscopes cast by
Madame Zaria and their futures are according
to her, to be good, bad or indifferent, for she
does not hesitate to foretell trouble and disaster
when she sees it. Whether or no her pre-
dictions are to be relied upon is, of course, a
 moot point. Some folks are comforted if a
bright future is foretold for them and others
seem to take a morbid delight in looking
forward to trouble. To those who doubt
Madame Zaria's power there is a ready means
of testing it. All they have to do is to get her
to tell their fortunes and then Micawberize
until she is proved right or wrong.

THE NEW WESTERN MARKET.

The reply from the Government relative to
the New Western Market was submitted at the
Sanitary Board meeting this afternoon, dated
6th of March, as follows:—With reference to
your letter of the 7th February No. 27 I am
directed to acquaint you for the information of
the Board that it is the intention of the Gov-
ernment on the completion of the New Market
on the site opposite the present Harbour Office,
and on completion of the New Harbour Office,
which buildings will be proceeded with simul-
taneously, to convert the existing Harbour
Office into a market, which with the new
market combined, will afford about 210 stalls
as against 140 in the existing Western Market.

No change in the existing Western Market
can be made until the above works are com-
pleted and if it is then found that still more
market accommodation is required in this part
of the City, the question as to what portion of
the old Market site should be reserved will be
referred to the Sanitary Board for its consid-
eration. The large area to be reclaimed in front
of the Central Market, containing 22,400 square
feet, is at present considered as reserved for a
new fish market.

GOOD ADVICE.

The following letter was received the other
day by an officer of one of the Indian regiments
now in Hongkong:—

"I humbly beg to inform you that I have
examined the lines and the hospital and
P.M.O. inspected the lines and the hospital
and expressed satisfactory remarks, but unat-
tended by you as the inspection was, the whole
gave one the impression of the absence of moon
in the innumerable stars in the sky; however
as everything was satisfactory greatly credit to
your able supervision, shape this news will
give you great satisfaction."

I hope my humble and kind Christmas card
must have been received by you?

I humbly beg to inform you to take
great care for your health as well as for Mr.
— Kindly take great precautions, not
to expose yourself in the dirty parts of the city
as owing to atmospheric change, creating the
great disease of plague, it is rather harmful to
driving about very freely."

I hope to be excused for addressing a
gentleman of your position and rank."

BATH HOUSES FOR CHINESE COOLIES.

At the meeting of the Sanitary Board this
afternoon a minute from H. E. The Governor
(Sir Henry A. Blake, G.C.M.G.) was submitted
as follows:—Hon. Col. Secretary, I think it
may have an important bearing upon the health
of the Colony if two or three bathhouses can
be supplied for the use of the Chinese coolies.
Ask the Sanitary Board to advise as to this
matter and the location of bath houses.

The following were the minutes attached:—
Lieut. Col. Hughes:—Most necessary.

Dr. Harigan:—It is eminently satisfactory to
find H. E. advocating a measure urged by
the Sanitary Board on previous Governors
unavailing. His Excellency's recommendation
should be taken in hand forthwith.

Mr. Ping Wa Chun:—It is very important
that public bathhouses for coolies be estab-
lished.

Mr. E. Osborne:—I think the Board recom-
mended public baths some time ago. They
are badly needed, especially for coal coolies
at Wanchai.

Hon. F. H. May, C.M.G.: In Shanghai, Peking
Tientsin, and other Chinese cities public
baths are opened by private enterprise like at
home. If a Chinese were granted the sole
privilege for a certain number of years, of
opening bath houses, they might be opened in
that way. I was approached on the subject
some months ago.

LEGAL INTELLIGENCE.

SUPREME COURT.
CRIMINAL SESSIONS.

Before His Honour Sir John Carrington,
Kt., C.M.G., (Chief Justice.)

March 21st.

THE WANCHAI MURDER.

A woman named Wong Po stood on an
indictment charging her with the murder of
Kwong Cheung at 143, Queen's Road East on
the 5th of February last.

The prisoner pleaded not guilty.

The following jurors were empanelled:—
Messrs. P. A. Cox, John Galbraith, Wan Kai
Mi, G. Hunter, F. A. C. Hahn, G. Patton, G.
Meyer. Mr. Cox asked to be excused on the
grounds that he had already served three times
this week, but His Lordship said he was afraid
he would have to take his seat.

Mr. E. Sharp (instructed by Mr. Bowley,
Crown Solicitor) appeared for the defence.

The Attorney General said that the prisoner
was charged with having on the 5th of Febru-
ary last feloniously and wilfully murdered
Kwong Cheung. He used to be in Govern-
ment service for many years and used to sit
at the police station. He was a married man
and had a wife and two children. He was
somewhat stout and received a gratuity of
\$100. He was a married man and the
principal witness was his wife, who he might
say, was the man's second wife. This affair
had upset the wife and he dare say she
might not prove to be so good a witness
as she otherwise would. The deceased man
lived on the first floor of No. 143 Queen's
Road East and his wife and little son,
aged 12, lived with him; the man or his wife
rented the whole of the first floor, and that
floor consisted of a verandah in front, and a
space between the cubicle and the verandah,
which he would call the first cubicle, as part
of it was curtained off. There were four cubicles
with this one and some stairs came up opposite
to the cubicle. Anyone going into the house
top must have gone in by the stairs. The
bottom storey was a kind of shop, which was
boarded up. There was no entrance from this
to the stairs. The deceased man let out rooms
to working men. The prisoner at one time
used to be kept by a foreigner at Macao who,
when he died, left her \$500. The prisoner was
next found last April, when she went to live
with the deceased man and his wife. She
occupied what he called the second cubicle.
From the time the prisoner went there, there
were various dissensions between the man and
his wife, and between the prisoner and the
wife. There were three points to come in
evidence which he wished to bring before
the jury. In the 5th moon
they had to clean their premises. Some plague
boxes were brought to, of all places, the
Court, whilst the cleaning was going on. In
the 7th moon there was a quarrel about a
bangle and watch and banknotes. The widow
heard the deceased ask for these from the hus-
band. Shortly before the death at about two
in the morning the wife said she heard a
quarrel between the man and woman in the
next cubicle to hers and that the prisoner
said she didn't want him and he was to
give her \$100 and they would separate. On
the morning of the 5th February, the day
of the alleged murder, the deceased man
had come home about two in the morning
and he seemed to have made a not very good
meal and coming home early in the morning.
He thought he was fond of gambling. They
had their rice and the man went out for some
shamshu. He drank half the bottle. The wo-
man was an industrious one and she was
under the verandah, sewing clothes. There
was a dispute between the man and his wife,
the latter saying that the man had stolen a
jacket which had been given to her to
mind. The woman went upstairs at about
nine in the morning and was seen after-
wards by witnesses quietly at work under
the verandah. When she went downstairs she
left only her husband and the prisoner. She
was in her cubicle and he went there and he
thought they would find that he went into her
bed. Nothing occurred to arouse suspicion ex-
cept the next door neighbour hearing some
quarrelling at about nine, until a little before
eleven, when the prisoner came on to the ver-
andah and began shouting out "thieves" "rob-
bers" "save life." A Sanitary Inspector
named

for gradual reform. This was quite an exceptional departure in the history of China, because hitherto any such movement had invariably been local. No doubt it had arisen, and not unnaturally, from a feeling of reaction against foreign aggression. If consequence of foreign aggression the Chinese people became patriotic and combined to protect their territory and their common interests, Europe would again be face to face with the "yellow peril." It was not so many centuries since the "yellow peril" overran Eastern Europe, and who could tell that the Chinese millions might not become fired by the example of Japan, start military schools, and adopt modern methods of warfare? Some really great leaders of men might arise and organize the unnumbered forces of the Empire in order to regain her lost territory. Though it is no justification for treachery, massacre, and murder, the fact should not be overlooked that the

subject with which they had to deal was the necessity of a settled Government. That went without saying, before the inhabitants of this country would do anything further in the way of increased embarking in trade. As one somewhat connected with railways, he might say the financial world would be ready to embark a large amount of capital if they had only the assurance given them of a settled Government and safety of life. He expressed pleasure that they had the presence of Mr. Rocher, the French representative, as it was an indication that that nation was ready to enter into an agreement for trade in the Empire of China. With regard to the question of employer and employee, he had continually done what he could in his association with the working classes to place the importance of this subject in such a light that their foreign trade would be maintained. It was important there should be a joint understanding between employer and employee; that it was only by mutual agreement that the trade of the country could be kept up to the standard which they desired it should be. With regard to technical education, he was sorry to see that the science of geography was neglected so much in their schools, and having served on the committee of secondary schools he found it was with the greatest difficulty that students could be got to take up the subject. At their University there was a reader in Chinese, but up to the present it has been impossible by moving the following resolution: "That this meeting thanks Mr. Whitehead for his very valuable address on the subject of 'The Expansion of Trade with China,' and in order to further the adoption of the suggestions contained therein, recommends that copies of the address be sent by this chamber to his Majesty's Ministers, members of Parliament, chambers of commerce of the United Kingdom, and others." (Applause.)

Mr. Whitehead next proposed a vote of thanks to their energetic and vigorous chairman, whom, in this respect, he compared to the Kaiser. (Hear, hear.)

Sir John Brunner seconded, and said he found no fault with the present Government, which he believed was better than the Government of 20 years ago, but Governments were much to blame for neglecting trade.

The Chairman, in replying, said in dealing with China he thought all European nations should act together. It behooved them in England to watch every opportunity so that nothing in the way of commercial enterprise would be lost, and he thought they in Liverpool should advocate some system by which commercial experts would be sent to China to report what openings for trade were to be found there.

Prior to the meeting the Hon. T. H. Whitehead was entertained at lunch by Mr. Alfred L. Jones, and among those invited were Mr. Chas. M. Arthur, M.P., Mr. A. F. Warr, M.P., Mr. R. A. Yerburgh, M.P., Sir John Brunner, M.P., Mr. Robt. Gladstone (chairman of the House of Commons), Messrs. Alfred Holt, P.E., J. Hemmley, A. H. Milne, T. E. Taylor, R. H. Barker, W. J. Davey, J. Dempster, E. Darlington, G. H. Cox, and others. After lunch the Chairman proposed "The health of the King," which was received with enthusiasm. He then proposed, "Their guest, the Hon. T. H. Whitehead," who, in responding, said to come back to that important city, after many years' absence, was an extremely agreeable experience. He was in his boyhood twenty months in Liverpool, and from Mr. Jas. L. Bowes he received a very good business training. He estimated it a great honour to be asked to come there that day to say a few words about the country in which he had spent the greater part of his life, and he would take away very happy reminiscences of the scenes of his youth. (Applause.)

TRADE EXPANSION IN THAT VAST EMPIRE could hardly be measured by the imagination. When they realised that China had a far greater population than India and that the Chinese were more numerous than the population of the United Kingdom, they had no business at the head of affairs as the German nation had. The German Emperor had been called a bagman, but he wished England had men to represent her who would imitate him in his eagerness and zeal for the advancement of the commercial interests of the country. (Hear, hear.)

Mr. Alfred Holt supported the resolution. The most salient point of Mr. Whitehead's address was, in his opinion, that England did not know enough of China. He hoped they would endeavour to remedy that. (Hear, hear.) The idea that there was anything of barbarism about these Chinese was one they ought to eliminate from their minds, and the sooner the better. He was pleased with Mr. Whitehead's testimony to the character of the Chinese, because personally he knew them to be a very honourable set of merchants, and most industrious and clever workmen in the lower orders. Great reforms were needed ere China could expand and prosper, and as one means to that end he was convinced there must be a different and more considerate treatment for the Chinese nation in the future than in the past. The prospects of trade with the teeming millions there were unbounded; in fact, he felt that if when Warren Hastings and the British forces captured India they had gone further east and put their foot down in China, where there was a more intelligent population, it would have been much better for the trade and welfare of this country. (Applause.)

Mr. Arthur M.P., thought they had obtained many excellent suggestions from Mr. Whitehead as to how this mighty problem of China could be dealt with. But it seemed to him that the proposed reforms were for the most part prospective rather than immediate. In regard to the establishment of railways, &c., he felt that the time was not at present to deal with a responsible and stable Government in China. Owing to the lamentable calamity that had recently happened out there they would have to re-settle the foundation of order in China, and when a responsible stable Government had been constituted they could begin to enter into negotiations as to what the future policy of China should be. (Hear, hear.) Mr. Whitehead's criticism of the British Government was somewhat unjust. In his (Mr. Arthur's) opinion the Government, when faced with unparalleled difficulties, had done the best they could with regard to China. It might be that at times they had shown less backbone than they would have liked them to show, but it must be remembered that after all England could not deal with the matter single-handed. They had to go to work with other nations, and when Mr. Whitehead said that the Government had had

NO INTELLIGENT POLICY in dealing with the Chinese question, he would remind them that they had all along consistently tried to keep the open door in China, which he took it they all held to be the true method of dealing with the commercial question in that far eastern land. (Hear, hear.) He maintained that the Government had done something to open up the waterways of China, and he would also remind Mr. Whitehead that the Government had done something considerable to increase the territory of the colony for Hongkong. It seemed to him that not only in speeches but in the press there was a little too much indiscriminate criticism of the Government with regard to China—(laughter)—and too little realisation of the great difficulties the Government had to face in that part of the world. (Hear, hear.)

However, Mr. Whitehead's address had been exceedingly valuable, and would materially help in bringing before the notice of the public the question which the Chamber of Commerce had realised for many years, viz, the vast importance of China to this country. (Applause.) China constituted the greatest area of trade possibilities in the world, and when the present political difficulty out there was overcome, he had hopes that Mr. Whitehead's address would assist them in dealing efficiently, effectively, and creditably with the Chinese problem. (Applause.)

Mr. Whitehead, replying to Mr. Arthur's criticisms, said it was evident he had not taken due note of the words he deliberately and carefully adopted with regard to the Chinese policy. He had adopted by our Government, and did not intend to attribute special blame to the present Administration. He maintained that there had been a want of policy and want of action on the part of successive Governments

with which Great Britain and her colonies did an annual trade of 43 million pounds.

Mr. G. H. Ball stated that he had the pleasure of being out in Hongkong a few years ago, and in inquiring about the position of the people, he found there were a vast number there and in the chief cities of China who were now British subjects. There was a college at Hongkong, of which these people took advantage.

Mr. Whitehead—That is so; and a large number of Chinese are being naturalised every year as British subjects because they realise there are advantages to be derived from it.

The resolution was carried.

Mr. Whitehead next proposed a vote of thanks to their energetic and vigorous chairman, whom, in this respect, he compared to the Kaiser. (Hear, hear.)

Sir John Brunner seconded, and said he found no fault with the present Government, which he believed was better than the Government of 20 years ago, but Governments were much to blame for neglecting trade.

The Chairman, in replying, said in dealing with China he thought all European nations should act together. It behooved them in England to watch every opportunity so that nothing in the way of commercial enterprise would be lost, and he thought they in Liverpool should advocate some system by which commercial experts would be sent to China to report what openings for trade were to be found there.

WATER RETURN.

LEVEL.		1900.	1901.
Ty-tam.....	24' 2" below	36' 4" below	overflow
Pokfulam.....	13' 10" below	19' 0" below	overflow
Wong-nai.....	45' 3" below	42' 4" below	overflow
STORAGE GALLONS.		1900.	1901.
Ty-tam.....	210,880,000	145,480,000	
Pokfulam.....	36,430,000	28,300,000	
Wong-nai.....	nil	362,000	
Total.....	247,310,000	173,142,000	
Consumption of Water in the City of Victoria and Hill District during the month of February.			
	1900.	1901.	
Consumption.....	98,163,000	91,541,000	gallons
Estimated.....	204,000	210,500	population
Consumption.....	15.52	15.5	gallons per head per day
Consumption of Water in Kowloon Peninsula during the month of February.			
	1900.	1901.	
Consumption.....	8,645,712	11,349,000	gallons
Estimated.....	27,700	29,000	population
Consumption.....	9.37	14	gallons per head per day
The Government Analyst reports that the water is of excellent quality.			
R. D. ORMSBY, Water Authority.			

THE PLAQUE.

Number of cases reported		Chinese	Other Asiatics
up till noon of the 19th March, 1901		57	0
Number of cases reported during the past 24 hours		0	0
Total number of cases reported to date.....		57	0
Number of deaths reported		Chinese	Other Asiatics
up till noon of the 19th March, 1901		57	0
Number of deaths reported during the past 24 hours		0	0
Total number of deaths recorded to date.....		57	0

LOSS OF A BANGKOK STEAMER.

The s.s. *Bangkok* (Captain Bortfeld), which left Bangkok on the 3rd inst. for Singapore, met soon afterwards with a serious accident at the Bar, and lay there with her stern under water and her prow in the air. She had a large hole under the stern. It is supposed that she has struck a sunken rock or vessel. The accident is a very serious one, the hold being half full of water. It will be necessary to take all cargo out of the vessel, when she will be brought back to Bangkok to be docked. It was Captain Bortfeld's last trip, he having received an appointment under the Company at Bremen. The *Bangkok* had a deck cargo of cattle, and the Indian traders who shipped them had to send and bring the animals back to Bangkok. The rice which was in the after-hold is of course rendered useless by the action of the salt water. The repairs will, it is said, cost about \$40,000.—*Straits Times*.

THE STRAITS CENSUS.

We are informed, says the *Straits Times*, that the rough totals for the Census show the population of the Settlement of Singapore to be 225,371, as against 183,281 at the Census of 1891. The increase thus amounts to 42,090. The population within Municipal Limits amounts to 202,936 and to 224,335 outside. The increase in the latter is therefore 21,399. The increase in the floating population has doubled, it now amounting to 10,000, excluding the Navy.

These figures are of course as yet only approximate. Considering the steady flow from here to the Native States, the increase in Singapore seems very large.

With reference to our paragraph yesterday regarding the small increase in Penang Island, we learn that there is an increase at this Census in Penang of nearly 7,000 over the 1891 figures.

The census for Malacca is 1901.

THE NOTORIOUS BOTTLE-SMASHER.

From American papers to hand we learn that Mrs. Nation was warned off Chicago, where she was announced as going to lecture on smash things, who are not sure which. This estimable lady, who seems to be a "converted" barmaid, in Salvation Army parlance, judging from her speeches, and an infuriated fishwife judging from her actions, has method in her madness apparently, for a Chicago paper says "Three days advance sale (at Chicago) for her lecture brought in less than twenty dollars." From this we may infer that her smashing crusade is, like most other fanatical religious and temperance exhibitions, conducted with an eye to the financial side of the question. Mrs. Nation is evidently associated with the exuberance of her bottle-smashing, and if the law protects her in these insane exploits, the sooner a special act is passed to enable the police to deal with such persons, the better. The *Literary Digest* has, we think, not mended matters by devoting its valuable space to several portraits of this woman, though it must be said that what is stated to be her authentic picture is not calculated to enlist the sympathies of many people. Like most of these people, so common nowadays, would-be assassins of notabilities, walkers round the world in so many days, temperance spouters, *et hoc genus omne*, this seer after notoriety at any price is singularly well not pretty and not young.

ALLEGED WHOLESALE MURDERS.

A STRAITS MYSTERY.

It is reported from up-river, says the *Pahang* correspondent of the *Straits Times*, that 36 Malays, tin and jungle produce workers, have been killed by unseen Sakai or Semang with lath-poisoned arrows up the Jelai. Further details are awaited. It appears that the Malays penetrated too far into the jungle and that the forest-dwellers, themselves unseen, resented the intrusion. Messrs. Fischer and Gregory, of Kelabit and Selang, respectively, who are now in Kuala Lumpur, tell me that they too, have heard of this alleged wholesale murders and add that some anxiety is felt about Mr. Beule, Mr. De Groot's assistant up the Telomong, who is said to be missing. It is, however, possible that Mr. Beule may be safe. Reliable information on this point is awaited. The Malays hereabouts say that if the murders were really committed, the authors of the crime must be Semang, not Sakai. The former belong to a class of jungle folk much below the ordinary run of Sakai in civilization, and they seldom or never see any human beings other than their own people. The Raja of Jelai, in whose district these murders are said to have been committed, has sent an expedition of his men into the far interior to find out the true state of affairs. The police discredit the rumour of these murders, saying that it is hardly possible that as many as 36 Malays could have been so wiped out as not to leave any trace of what has become of them. Some people say that the theory of murder is all nonsense, and that the sudden disappearance of these Malays is due to the fact of their having quietly levanted into Perak so as to avoid the obligation of repaying advances which they are stated to have received prior to going into the jungle for work.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1899.

Barometer.....	30.141
Thermometer.....	57.3
Humidity.....	79.0
Rainfall.....	1.76

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer.....	30.33
Temperature.....	70
Humidity.....	67
Rainfall.....	77

TO-DAY.

Thursday, 21st March, 1901.

Chinese—2nd and 3rd moon of 27th year of Kwang-su.

Sun—Rises..... 6hr. 5min.

Moon—In Full 6hr. 10min.

High water—Morning..... 6hr. 20min.

Afternoon..... 6hr. 58min.

Low water—Morning..... 3hr. 11min.

Afternoon..... 3hr. 21min.

ANNIVERSARIES.

1834—The British ship *Sarah*, the first free trader, sailed from Whampoa.

1841—Chinese attack on the British fleet at Canton repelled.

1843—Scinde annexed to the British Empire.

1848—Abdication of the King of Bavaria.

1860—Kowloon ceded to the British.

1869—H.M.S. *Salamis* and H.M.S. *Opotsum* left Hankow to explore the Yangtze.

1871—Princess Louise married.

1891—Loss of the steamship *Queen Elizabeth*.

1897—Formal blockade of Crete commenced.

1899—The West Australian Mining and Industrial Exhibition opened at Coolgardie.

TO-MORROW.

Friday, 22nd March, 1901.

Chinese—3rd and 4th moon of 27th year of Kwang-su.

Sun—Rises..... 6hr. 4min.

Moon—In Full 6hr. 11min.

High water—Morning..... 6hr. 37min.

Afternoon..... 6hr. 49min.

Low water—Morning..... 3hr. 42min.

Afternoon..... 3hr. 52min.

ANNIVERSARIES.

1797—Emperor William I. of Germany born.

1839—The surrender of Mr. Dent demanded by Commissioner Lin.

1841—The Canton batteries and 100 war junks destroyed by the British.

1850—The Orange Sovereignty separated from Cape Colony.

1879—Church of the Sacred Heart, Hongkong, opened.

1881—The Boers agreed to accept self-government under the suzerainty of Great Britain.

1885—Death at Peking of Sir Harry Parkes, H.B.M.'s Minister to China.

1897—Seoul-Chemulpo Railway commenced.

1898—French obtained permission to extend concession at Shanghai.

1899—Three Germans attacked at I Choufu Shantung Province.

APPENDIX.

TO-DAY.

9 p.m.—The Dallas Company at the Theatre.

TO-MORROW.

Daylight—D. & Co.'s steamer *Hatching* leaves for Coast Ports.

Daylight—W. V. K. steamer *Bingo Maru* leaves for Marseilles, London and Antwerp via Singapore &c.

Noon—N. Y. K. steamer *Yawata Maru* leaves for Japanese Ports.

Cargo ex *Chusan* subject to rent.

SATURDAY 23rd.

Noon—Meeting of the Shareholders of the China and Manila Steamship Company Ltd. at their offices.

Cargo ex *Melpomene* subject to rent.

SUNDAY 24th.

Daylight—O. S. K. steamer *Maiduru Maru* leaves for Coast Ports.

MONDAY 25th.

Noon—M. M. Co.'s steamer *Annam* with mails etc. leaves for Europe.

Noon—I. C. Co.'s steamer *Puansang* leaves for Manila via Amoy.

TUESDAY 26th.

11 a.m.—Public Auction by Messrs. Hughes & Hough at H.M. Naval Yard.

Noon—N. Y. K. steamer *Yawata Maru* leaves for Japanese Ports.

Noon—Meeting of the Shareholders of the Hongkong Hotel Company Ltd. at the Company's Hotel.

Cargo ex *China* subject to rent.

Cargo ex *Trieste* subject to rent.

WEDNESDAY 27th.

Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Oceanic*) 25th inst.

Canadian (*Tartar*) 25th inst.

Canadian (*Athenian*) 1st prox.

American (*America*) 12th prox.

The H. A. L. steamer *Astoria* from New York left Manila for this on the 19th inst. and may be expected here on or about the 22nd inst.

The N. Y. K. steamer *Milke Maru* (Bombay Line) left Kobe via Miji for this port yesterday, the 20th inst., and is expected to arrive here on Wednesday, the 27th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, arrived Kobe at 5 a.m. yesterday, the 20th inst., and left again at noon same day for Yokohama where she is due to arrive at 1 p.m., to-day, the 21st inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*..... at Kowloon Dock.

G.M.S. *Jaguar*..... " " "

G.M.S. *Isle de Luzon*..... " " "

G.M.S. *Remington*..... " " "

G.M.S. *Yorktown*..... " " "

G.M.S. *Aurora*..... " " "

G.M.S. *Whiting*..... " " "

G.M.S. *Robin*..... " " "

G.M.S. *Glenlogie*..... " " "

G.M.S. *Lekin*..... " " "

G.M.S. *Concord*..... " " "

G.M.S. *Colony*..... " " "

G.M.S. *Sign*..... " " "

PASSED THE CANAL.

Outward—1st March—*Awa Maru*, Benfield, Swanton, Kobe, 5th March—*Strathairn*, Denbighshire, Cymeline, Fernside, Greenhill, Thrya, 8th March—*Dagford*, Sheikh, Tera, 12th March—*Obi*, Arnold, Lyuben, Irena, 15th March—*Denbigh*, Gistla, Inaba Maru, Soobra, Ulysses, Hilleghen, 19th March—*Kanagawa Maru*, Promellera.

Homeward—12th March—*Marie Valerie*, Jura, Polsterjahn, 15th March—*Sachsen*, 13th March—*Laos*, Verona, 16th March—*Sandia*, Strathairn, 20th March—*Yarra*, Survia.

Shipping.

Arrivals.

SUISANG, British steamer, 1,776, E. J. Tadd, 20th Mar., Calcutta via Penang, and Singapore 19th Mar., General—Jardine, Matheson & Co.

WOSANG, British steamer, 1,127, R. Johns, 20th Mar., Wuhu, 19th Mar., General—Jardine, Matheson & Co.

JACOB DIEDERICHSEN, German steamer, 633, Hansen, 21st March, Haiphong and Hoihow 20th Mar., Rice—Jessen & Co.

BANCA, British steamer, 5,995, G. W. Babot, 21st Mar., Shanghai 17th Mar., General—P. & O. S. N. Co.

KEONG WAI, German steamer, 1,115, A. von Riegen, 21st Mar., Bangkok 14th Mar., Rice and Teak—Butterfield & Swire.

DECIMA, German steamer, 794, C. Christensen, 21st Mar., Saigon 16th Mar., Rice and Flour—Siemssen & Co.

THALES, British steamer, 820, A. Robson, 21st Mar., Swatow 20th March, General—Douglas, Lapnik & Co.

HONG WAI, British steamer, 2,060, A. Frupp, 21st Mar., Singapore 15th Mar., General—Joo Teck Sing.

HUNAN, British steamer, 1,158, Frazier, 21st Mar., Canton 20th Mar., General—Butterfield & Swire.

KWANGSE, British steamer, 2,241, Harris, 21st Mar., Canton 20th March, General—Butterfield & Swire.

TSINTAU, German steamer, 1,002, J. Sander, 21st Mar., Bangkok 14th Mar., Rice—Arnhold, Karberg & Co.

POMPEY, American steamer, 785, J.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	To-morrow, 22nd Mar., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKO-HAMA	To-morrow, 22nd Mar., at Noon.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 21st March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARIHURG	HAVRE and HAMBURG	About 27th March.
SAVOIA	(LONDON with transshipment in HAMBURG)	About 4th April.
BAMBERG	HAVRE and HAMBURG	About 8th April.
SIBIRIA	(LONDON with transshipment in HAMBURG)	About 15th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th May, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also, the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

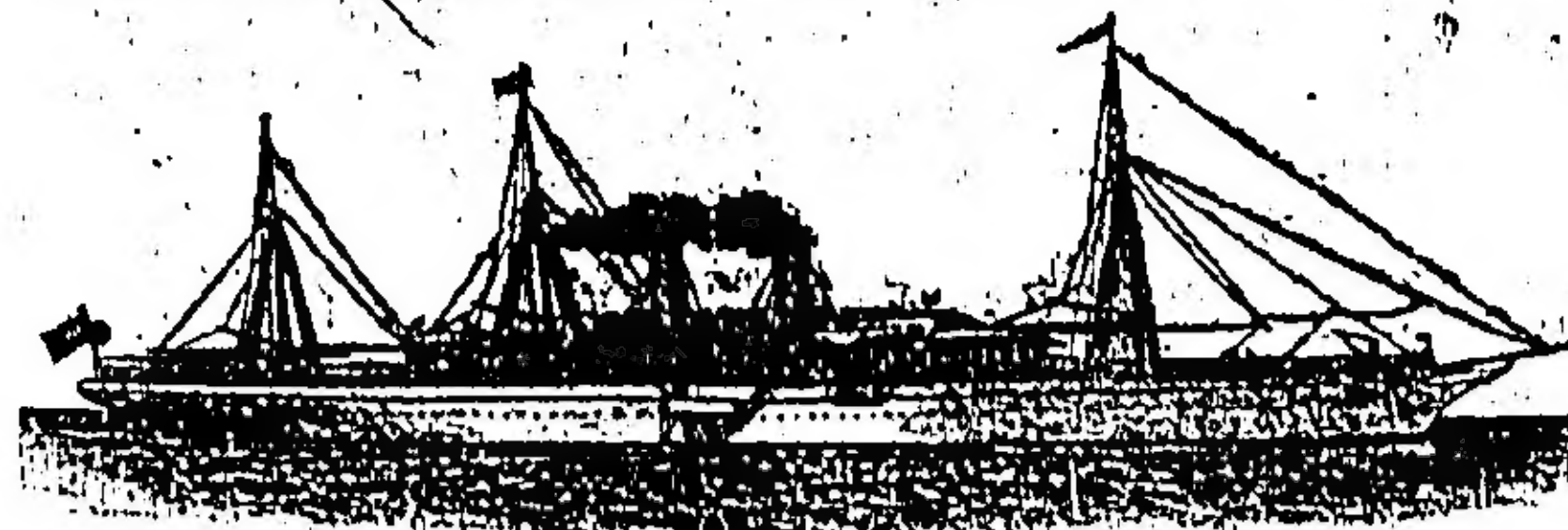
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo, destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle... 15023 | Saturday | Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 30th March, at Noon. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Queen Adelaide 2,832 F. McNeil Mar. 29
Glenogle 3,750 W. Frakes April 1
Claverling 3,328 J. R. Rae April 12
Olympia 2,837 J. Truebridge April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC-MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 1/2 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 9th March, 1901.

THE PENINSULAR AND ORIENTAL
STEAMSHIP COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PLASSY,"

Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

All cargoes for France, and London, will be conveyed direct without transshipment. Cargo for Bombay will be transhipped at Colombo into the S.S. "MAZAGON."

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 18th March, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADONIA OBRIG, American ship, Amesbury—Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clereaux—Standard Oil Co.
SEA WITCH, American ship, Howes—Master HATTIE C. SMITH, American schooner, Riley.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
TAIWANFOO.....	"HOIHOW"	23rd instant.
AMOI and MANILA.....	"SUNGKIANG"	25th instant.
CEBU and ILOILO.....	"KAIKONG"	27th instant.
MANILA.....	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PYRRHUS"	29th instant.
GLASGOW.....	"ANTENOR"	1st April.
	"ULYSSES"	11th April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON"	23rd April.
"	"AJAX"	30th April.
LIVERPOOL (DIRECT).....	"TANTALUS"	15th April.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 19th March, 1901.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI and FOCHOW. THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above Port, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 21st March, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOI. THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th March, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI. THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blaxland, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 20th March, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Screw Steamship

"ROSETTA MARU,"

(3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 19th March, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA. THE Steamship

"CYMERIC,"

will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDINAND," and "LOWTHER CASTLE."

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 11th March, 1901.

AUSTRIAN LLOYDS STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M.

For information as to Passage and Freight, apply to SANDER & WILKINSON & Co.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOI. THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th March, 1901.

Auctions.

GOVERNMENT NOTIFICATION.

No. 143.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 25th day of March, 1901, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

THE AMERICAN STEEL TRUST.

THE BIGGEST "COMBINE" ON RECORD.

The following New York telegrams of the 7th and 8th ult., are of interest as bearing upon the formation of the great steel trust with a capital of \$100,000,000 (solid) announced by Reuters:

Peace is now likely to be re-established in the great industry of America, the announcement being made today of the sale of the controlling interest in the Carnegie steel to Mr. J. P. Morgan and his associates. The intention of Mr. Morgan and his interests allied in treating with Mr. Carnegie for the purchase of the control of the Carnegie Company was to assure an enduring peace in the steel trade. This has now been accomplished.

The terms on which the transfer has been effected have not been made public. The stock is not listed on any Exchange, but the shares are quoted in the open market as high as \$1,500. Assuming that Mr. Carnegie has disposed of his holding at par only, he will receive \$85,000,000 while retaining a 54 per cent. interest in the \$160,000,000 bond issue of the Carnegie Company.

The firm has hitherto occupied a position of isolation, its general policy of entire independence involving the constant possibility of an outbreak of hostilities in some quarter or another, with the probability of disastrous results to the weaker companies.

It is now apparent that Mr. Pierpont Morgan and his associates are engaged in forming a gigantic steel trust, with Mr. Carnegie's holdings as its basis, and are seriously considering the idea of a single giant corporation under the presidency of Mr. Charles M. Schwab. The question of finance is the only obstacle, and apparently no fear of popular hostility to such a combination is influencing the projectors.

Already the prominent banking firms have been tentatively sounded as to their willingness to share in undertaking the necessary amount of capital required, which is rumoured to be \$200,000,000, although nothing definite can be ascertained. The prevailing opinion is that Mr. Carnegie will be paid in notes by the purchasing company.

Later.

With regard to the impending Steel Trust, Judge E. H. Gary, President of the Federal Steel Company, this afternoon issued a statement asserting that the enterprise will result in great benefit to the investor, the consumer, and the working man. Little cash is required, and the present financial conditions will not be disturbed. The object aimed at in the consolidation is to secure harmony. Steel stocks continue to advance on heavy buying. The Chicago and Illinois Steel Company have obtained the contract from the Australian Government for 17,000 tons of steel rails to be shipped to Melbourne within ten months. British firms also competed for the order.

Mr. Gary, in a statement given out, because the newspapers insistently requested it, says, "Messrs. Morgan and Company are undoubtedly considering plans for the acquisition of the properties of some of the largest iron and steel companies in the country. Presumably, they will not make or authorise any official statement until the plans have been perfected. It is probable it will be such ownership or control as to secure perfect and permanent harmony in the larger lines of this industry. It is not intended, however, to obtain control of any line of business or to create any monopoly or trust, or in any way antagonise any principle or policy of law. The method to be adopted in acquiring the properties will not permit of any minority interests interfering if so disposed, which is not probable, as a pecuniary interest would influence them, otherwise they would be fully protected in any event. The success of the enterprise will result in great benefit to the investor in securities, consumers, and employees. Little if any new cash will be required, therefore the present financial condition will not be disturbed. This statement is made solely on my own responsibility."—*Reuters*.

THE REVIVAL OF THE FARRING.

Since Cleopatra's time and her magnificent pearl earring, which played such a prominent part in her life, this particular piece of feminine jewelry has come in and gone out regularly with the tide of popularity.

Jewellers have been predicting for the last two years the revival of this fashion, and there has been a marked tendency in its direction, and now it is generally admitted that earrings are likely to be worn.

Old earrings may be brought forth from their velvet resting places of many years and undergo inspection, but if they are converted into strictly modern ones they must pay a visit to the jeweller and be reset.

Two settings are permissible—the screw and the French—the French being a combination of the screw and the old-fashioned "drop," but without the swing, as that is strictly prohibited. Another thing prohibited is the single diamond, once elegantly styled a solitaire. Pearls and turquoise, alone or set round with diamonds, are all you have to select from if you confine yourself to the earrings of fashion. Of course pearls, lustrous and of fairly good size, are favorites. These are rare and expensive enough to be much desired by smart women.

The French setting admits of a little variety. A small diamond forms the head of the screw, and depending from this is a large pearl, held perfectly firm by a fine wire loop which passes under the lobe of the ear and fastens at the back on the point of the screw.—*The Morning Leader*.

A PATHETIC INTERVIEW.

I shall now be betraying no confidence (writes a contributor to the *Free Lance*) in saying that Lord Roberts was terribly affected by his first interview with Her Majesty when he returned from the war. Not only was the aged Queen's solicitude for her dear soldier almost intolerably affecting, but above everything the Field Marshal was shocked by the physical and mental changes which had taken place in his Sovereign since he last saw her. So deeply was Lord Roberts moved, a member of his staff tells me, that it was with the greatest difficulty that he was able to go through the rest of the day's functions. "I would not go through such an ordeal again," he said to a friend, "for anything that the world has to offer." But the veteran soldier was destined to meet Her Majesty again under still more harassing circumstances. Haunted in her last days by the shadow of her Army's sufferings, the Queen for the second time sent for Lord Roberts. The interview was again absolutely private, and it was the last time the Queen saw one of her subjects under such conditions. The story of that interview will probably never be told, and indeed, in this day of mourning it were almost sacrilege to attempt to lift the veil. But it is known that the tears streamed down the Queen's cheeks as she poured out to Lord Roberts her grief for the hardships and privations of her brave fighting men, and Lord Roberts himself broke down and mingled his tears with those of his Sovereign. Surely in the world's history there can have been few more pathetic scenes.

LORD ROBERTS' TITLE.

The King has directed Letters Patent to be passed under the Great Seal granting the dignities of Viscount and Earl of the United Kingdom to Lord Roberts by the names, styles, and titles of Viscount St. Pierre and Earl Roberts of Kandahar, in Afghanistan, and of the Transvaal Colony, and of the City of Waterford, with remainder to the heirs male of his body lawfully begotten; and in default of male issue with remainder to his elder daughter, the Hon. Aileen Mary Roberts, spinster, with like remainder to his younger daughter, the Hon. Ada E. S. Roberts.

PRINCE HENRY OF THE NETHERLANDS.

Prince Henry of the Netherlands seems to be a person of much character. If the Dutch has been a person of discipline and drill, he was only at The Hague a few days when he dismissed a number of the Queen's servants. *Truth* says the old coachman, who has driven the young Queen since she was a baby, was near being sent away too. It was a very near thing whether he would be allowed to drive his beloved young Queen to the church. The reason appears to be that Prince Henry is a bit of a John himself. Before he was three days in The Hague he drove out with her on a mail-coach, she and he on the box seat.

The Dutch are not used to mail-coaches, and everyone thought it madness to expose the life of their Queen, the last hope of the House of Orange of the Dutch stock, by driving her out on a top-heavy coach with untamed horses in a strange city. As it was, the Prince got into a blind alley, and the coach had to be dragged out by the wheels. Hence the Dutch have christened him the "Coachman." Another nickname is "Jager," which means the "hunter" (and also a page boy in a hotel), because of a legend—probably invented by Dutch jealousy—that he shot at Loo one of the tame deer that used to eat out of the hands of the Queen and Queen Mother.

MAKING RUBBER FROM PAPER.

The enormous demand that the world's industries now make on the supply of rubber steadily and continually increases. In addition to increasing the available supply, the advantages that would attach to a less costly substance render it very desirable to find a suitable substitute embodying the principal qualities of India rubber. In a recent number of *Wicks' Goods Review*, it is stated that a Swedish firm have succeeded in producing a material which can be utilised as a substitute for rubber. The new material is said to be produced by covering sheets of the finest Japanese rice paper with a thin layer of a fine varnish. They are then placed on top of one another, and through the adhesiveness of the varnish, the sheets of paper are converted into a homogeneous mass. After undergoing pressure, the outside is covered with a layer of Japanese cork. The finished product is flexible, elastic, very light and completely air and water-tight.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Achen, J. Jones, c/o Council.
Adams, J. Kirkwood, M.
Brown, H. Karge, T.
Bitchonah, W. Knight
Barbey, Kervan, R. F.
Brinson, O. C. Kilmings, Capt.
Benn, A. Kuhl, A.
Basham, E. H. Karman, S.
Bales, H. H. Leslie, H.
Burck, Levisch
Bingham, J. E. Lawlor, F. B. S.
Burgess, A. E. Lanza, E.
Burke, E. G. Leslie, M. K.
Biltan, Mrs. Lynch, J. A.
Beaumont, Mrs. G. Lindsay, B.
Beattie, Dr. A. Liberge, C.
Brokenshire, F. M. Muddalhal, C. S.
Beal, Gunner, J. Mills, Mrs. I.
Bert, L. Marshall
Barbush, B. MacLaren, J. W. B.
Balquh, Mrs. M. B. McCabe, F. M.
Boyd, R. P. Murray, D.
Coke, Dr. G. H. McDonald, T.
Colegrove, R. McDonald, J.
Curren, T. B. Murray, J.
Calver, Miss Manwaring, H. G.
Cotton, A. S. Moon, T.
Champion, Mrs. M. G. Morrison, G. G.
Cross, Miss Mottin, T. S.
Carole, H. Martin, Miss E. G. O.
Cummings, J. Martin, T.
Collins, A. E. Meader, Mrs. J. W.
Cove, E. H. Nicholson, H. J.
Cohen, A. S. Naval, P. F. R.
Costa, P. R. Overbeck, G.
Coffeur, R. Preston, P. H. H.
Cambell, Archbishop Phillips, A. M.
P. C. Palmer, H. A.
Cream, Palmer, J. A.
Chambers, Capt. R. Phillips, A.
C. H. Peck, L.
Cardova, Mrs. F. M. Robinson, Miss.
Cocksedge, J. H. Roper, R.
Davis, J. L. Reing.
Daly, M. Reynell, W.
Degan, A. B. H. Reno, L.
Daxton, Mrs. F. S. Richard, Mrs. A. E.
De Ath & Co. Ramsay, Capt.
Duppis, R. Ramsay, Capt.
Delfs, Capt. P. Samborn, P. G.
Davis, J. Suzuki, S.
Ella, J. Soares, E. P.
Earlschiff, H. Shewan, S.
Eastwood, J. E. Scheffer, T. F.
Empson, T. Slattson, C. J.
Eckert, W. Singh, A.
Flores, J. Samuel
Francis, W. H. Salmberg, R.
Fidwell, J. P. Sternberg, M.
Forgan, R. Schwohm, M.
Gaul, F. Schiebaum, P.
Greig, Miss Smith, F. S.
Graham, Dr. M. Sheppard, P. A.
Grill, L. F. Tiberti
Grant, W. Triantafyllides, T.
Garis, H. L. Tredroy, J.
Hop Long Thompson, A. M.
Ho Wah Thompson, P. H. W.
Hang, Mrs. A. Walters, A.
Hamilton, G. Weston, C.
Hitchcock, E. A. Walton, Miss.
Hunter, C. G. W. Westcott, Mrs. H.
Hill, L. W. Weddo, G.
Herman, H. V. Wilson, H. W.
Hodgson, J. R. Wickens, H. W.
Hoolley, H. D. Walker, H.
Harvey, P. L. Wilton, E. C. C.
Hall, H. H. Worthington, C.
Harris, A. C. Wheate, W. E.
Harrigan, J. Whinnery, T. C.
Henderson, F. Woodley, W.
Hart, W. Watson, H. G.
Harwood, W. Wakeham, T.
Hirshdine, W. Wickman, F. W.
Igna, Madame Wallace, J.
Jankies, H. Jones, Dr.

List of Registered Covers in Poste Restante.

Allam Thu Con & Co. Liaco, Cheang
Abonne, P. A. Lopes, Da. C. J.
Adam, Miss Leopold, Herrn.
Aziz Khan, Lapis Mannington, A.
Abdul Khan, MacLaren, J. W. B. (2)
Allah Deen, I.P.C. 775 Mandias, A. L.
Abbas Khan, Mohamed Akbar
Afzal Khan, Mohamed Khan
Arnaul, J. J. Mulla Singh
Ahmed Deen, I.P.C. 638 Montano, F. M.
Butchen Singh Massey-Lee, J. H.
Bhagwan Singh McKay, Charles
Budha Khan (3) Morris, Capt. R. R. A.
Bull, P. Gulvao Mondha Singh
Barket Khan, Mohamed Shah
Brugham, Ed. Mahindur Singh
Barkat Khan, I.P.C. 755 Mohamed Khan, I.P.C.
608 Monamed Deen, I.P.C.
Bostay Khan, I.P.C. 790
Cotwell, H. R. Murad Khan, I.P.C. 599
Craw, J. J. Mayson, William
Chandi Singh Nab, J. Mc.
Chum Baksh, (Um- Noble, L. W.
balla) Naden, Thomas
Caine Road No. 29 Nasal Khan
Cartwright, J. Nogueira, M.
Chandar Pal Singh Nawab Khan, I.P.C. 637
Davis, L. T. Olbes, F. (2)
Darnelli, Miss F. Onslow, M.
Delhi, N. M. Khan Ola to Omuh, (Manila),
Fur Siakar Singh 5, Praya East, Wan-
Fuzal Ahmed (1) chai, Hongkong.
Falek, W. Perica, D.
Flores, J. S. Perra, D.
Fox, F. (2) Piry, H.
Falmalee (Bombay) Pizis, E.
Felicite, Blaz, Roda, A. M. R. C.
Goh Rikisaburs Rosner, Miss L.
Geoghegan, N. M. Rongier, J.
Ghulan Rasool Rosenthal, J.
Gallike, Fr. Ritter, Baron
Goldenberg, Mrs. Eva Ritter, Freicherr von
Gahor Khan Sayick, M. J. Kelly
Gewanal Singh, I.P.C. (Singapore).
807 Stern, B. (2)
Hans, Mrs. A. J. C. Sultan Mahomed
Heintz, H. Smulas, H.
Hinton, R. S. Saloon, A. J.
Hollister, G. K. Sato, T.
Hinda Singh Sassoon, S.
Haraguchi, R. Stanford, Mrs. M.
Harper, A. Sturdy, E. V. (London).
Hand, H. J. (Manila), T. Connollys, Fanny
To Constanco, Shores, D. M.
Hand, V. Eng. Sassoon, David
School, Hongkong, Smith Harry
Harwood, Thomas Sheen, Geo. C.
Hasham Ali, I.P.C. Said Mohamed
667 Saifullah (1 parcel).
Hilton, St. John Thornhill, Capt.
Hazar Khan, I.P.C. 616 Teves, Mariano.
Hesa, Miss O. Telvier
Joseph, S. S. Abdul Umetami, M.
Jurnalal Shah Utam Singh
Jama Singh Vaseoy, Mrs. L. (1)
Jeffrey, H. U. Wazir Khan
Jawalla Singh, I.P.C. 617 Wazir Singh
618 Wicks, H. W. (2)
Kushim, C. Wilmann, H.
Kienna, Miss A. Wortmann, H.
Kader Bap, Insp. Yensen, Mrs.
Koch, Carl Yersin, E.
Kosar Singh, I.P.C. 556 Yersin, E.

List of Registered Covers for Merchant Ships.

S.S. *Amigo* F. Wallat.
"Belgian King" Abernethy.
"Bergenhaus" J. Sevendsen.
"Brand" Capt. J. Thomson.
"Calchas" H. C. Beasley.
"Calchas" Mr. Carefull.
"China" Mr. Cooper.
"Destruction" M. J. Garbutt.
"Hengchow" J. M. Williams.
"Idemones" T. Connollys.
"Kaifong" H. S. Clifton.
"Kirkfield" G. Dubren.
"Melandau" J. Ambrose (6).
"Miles" A. Hansen (2).
"Muncken" W. Rummel.
"Palatia" H. Broch.
"Radley" John Mann.
"Sabine Richmers" R. G. Lowden.
"Strahyle" D. McDonald.
"Taiyuan" W. H. Malloch, Chief Officer.
"Taiyuan" Pugh.
"Tainan" W. H. Wilson.
"Tingiau" Capt. Wessels. (2).
"Tingiau" J. Fote.
"Ulysses" E. Walden.
"Vienna" C. McLan.
"Wongkoi" C. Schuss.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA:—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

(4)

KANANGA OF JAPAN.

(REGISTERED) RIGAUD AND Co. PARIS.

Kananga Water is the most delightful toilet water. It renders the skin from rawness, mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

Now Vendors in Perfumery.

RIGAUD'S KANANGA EXTRACT.

RIGAUD'S WHITE ROSE.

RIGAUD'S MELATI EXTRACT.

RIGAUD'S IXORA D'AFRIQUE EXTRACT.

RIGAUD'S LILY OF THE VALLEY EXTRACT.

RIGAUD'S YLANGYLANG EXTRACT.

RIGAUD'S BANTAM EXTRACT.

RIGAUD'S JASMINE or CHAMPA EXTRACT.

RIGAUD'S JASMINE or CHAMPA EXTRACT.

RIGAUD'S JASMINE or CHAMPA EXTRACT.

RIGAUD'S JASMINE or CHAMPA EXTRACT.

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RIGAUD'S JASMINE or CHAMPA EXTRACT.

RIGAUD'S JASMINE or CHAMPA EXTRACT.

RIGAUD'S JASMINE or CHAMPA EXTRACT.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamship.

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia*.From Persian Gulf, ex S.S. *Khandalla*, *Pamba* and *Java*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 15th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY AND SINGAPORE.

THE Steamship

"MELPOMENE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex S.S. *Pollux* transhipped at Trieste.From Levante, ex S.S. *Apollo* transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wharves and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Actg. Agent.

Hongkong, 20th March, 1901.

(7)

Intimations.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOQUE, Acting Manager.

Hongkong, 26th February, 1901.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS nor the OWNERS of the S.S. *COLONIES* will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew during her stay in this port.

Hongkong, 18th March, 1901.

[340c]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900.

[41]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 42 & 44, Queen's Road Central.

[12]

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWABZALDER KIRSCHWASSER.

\$2.80 per Bottle.

H. RUTTONJEE, 5, D'Aguiar Street and 21 & 22, Elgin Road, Kowloon.

Hongkong, 21st January, 1901.

[34]

MITSUI BUSSAN KAISHA.

No. 5, Lee House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Bussan Kaisha, Ltd., M. FUJIE, Manager.

Hongkong, 11th December, 1899.

[13]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street.

Hongkong, 27th April, 1900.

